

THUNDEROUS WELCOME
THE HAMPDEN FLEET
FLEET OF BATTLESHIPS

NOMINATION
OF WHEELER
IS DELAYED

CONTRACT IS
LIKELY TO BE
SUBMITTED

THE SONS OF
REVOLUTION
CELEBRATE

STARIN'S
WILL FLOAT
STEAMER

EIGHT KILLED
IN COLLISION
AT DELMAR

President Roosevelt and Secretary Newberry
Extend Nation's Greeting to Officers
and Men.

This Announcement Made
From New York Office
of Starin Line.

Passenger Train Bound for
Home-coming of Fleet
Wrecked.

Struck Locomotive in Yard
at Delmar, Delaware.

Seven Bodies Have Been
Recovered—A Number of
Passengers Badly Injured
—Mail and Baggage Car
Catch Fire—One Body
Still in Debris.

(Special from United Press.)
Delmar, Del., Feb. 22.—With its
coaches filled with passengers on their
way to Norfolk to witness the home-
coming of the battleship fleet, the first
section of Pennsylvania passenger
train No. 49, southbound, early today
collided with two locomotives in the
yards here. Immediately following
the collision a combination baggage
and mail car and a baggage car of the
passenger train caught fire.

Seven bodies have been recovered
and another is believed to be still in
the wreck. The known dead are: J.
D. McCarty, Delmar; Delmar, Del.
baggage master; Oliver Perry, Philadel-
phia, express messenger; W. B. Cochran,
Philadelphia, mail clerk; J. W. Wood,
Wilmington, Del., mail clerk; F. L.
Wilhelm, Wilmington, mail
weigher.

The passengers were severely shaken
up, many being injured from the
seats and slightly injured.

Two passengers were painfully in-
jured, one of whom is Miss Sophia
Ashanaphoe of Memphis, Tenn., hurt
about the shoulders. Princess Tricia,
the famous educated trick horse be-
longing to the Princess Tricia Thea-
trical Company, was killed. The
groom, Lewis Brookway, riding in one
of the baggage cars, with his charge,
was injured internally and removed to
the Salisbury hospital.

Traffic was delayed an hour and a
half.

The responsibility for the wreck has
not yet been placed. The two light
engines stood on the main track, with-
out lights. It is estimated that the
engineer of the passenger train by a
heavy fog which prevailed at the
time. Much of the wreckage caught
fire as the rescue of the bodies of the
dead and injured were effected with
danger to the crew and passengers
who assisted.

AMERICA'S RECORD
BREAKING FLEET.

Rear Admiral Charles S. Sperry
Commander-in-Chief.

First Division—Connecticut, Capt.
Jugo Osterhaus; Kansas, Capt. Charles
F. Freeland; Minnesota, Capt. John
H. Hubbard; Vermont, Capt. Frank F.
Fletcher.

Second Division—Rear Admiral Rich-
ard Wainwright, Commander, Georgia,
Capt. George W. Kline; Nebraska,
Capt. Reginald F. Nicholson; New
Jersey, Capt. William H. H. Southern-
land; Rhode Island, Capt. Joseph B.
Murdoch.

Third Division—Rear Admiral Seaton
Schroeder, Commander, Louisiana, Capt.
Alexander Sharp; Ohio, Capt. Thomas
S. Howard; Missouri, Capt. Robert M.
Doyle.

Fourth Division—Rear Admiral Wil-
liam F. Potter, Commander, Wisconsin,
Capt. Frank E. Beatty; Illinois,
Capt. John M. Bowyer; Kearsarge,
Capt. Hamilton Hutchings; Kentucky,
Capt. Walter C. Cowles.

Itinerary of the Fleet.

Left Hampton Roads Jan. 16, 1907;
arrived Rio de Janeiro Jan. 12, 1908;
Punta Arenas, Jan. 31; Valparaiso,
Feb. 14; Callao, Feb. 20; Magdalena
Bay, March 12; San Francisco, May 6;
Honolulu, July 16; Auckland, Aug. 10;
Sydney, Aug. 20; Melbourne, Aug. 29;
Manila, Oct. 2; Yokohama, Oct. 18;
Manila, First Squadron, Oct. 31; Amoy,
Second Squadron, Oct. 30; Cebu, Oct.
12; Port Said, Jan. 5, 1909; Naples,
Jan. 10; Villefrance, Jan. 11; Malta,
Jan. 14; Marseilles, Jan. 15; Gibraltar,
Jan. 31; Hampton Roads, Feb. 22.

Total distance covered—42,227 miles.
Time consumed—1 year, one month,
two weeks and six days.

Foreign Countries visited—Fifteen.

Old Point Comfort, Va., Feb. 22.—
Enthusiastically welcomed by the mad
blowing of the whistles of scores of
naval vessels and a hundred or more
other ships, this today to be drowned
out by the thunderous saluting of
twenty-one guns from each of the six-
teen battleships in the column, Ameri-
ca's record-breaking fleet sailed majes-
tically in Hampton Roads to-day. It
was the fleet's home-coming after its
circumnavigation of the globe—the most
remarkable continuous voyage
ever made by the warships of any
navy.

President Roosevelt and Secretary of
the Navy Newberry who were the last
to bid the fleet Godspeed when it left
Hampton Roads December 18, 1907,
were the first to greet it upon its re-
turn. The President and his party of
naval officers and ladies aboard the
Mayflower, which was anchored off
Thimble Shoal Light, about seven miles
out from Fort Monroe, sighted the
warships as they turned in through the
Virginia Capes, then formally review-
ed them while they were anchored in
flower in single column. When the
fleet had dropped anchor in the Roads
just above historic old Fort Monroe,
the Mayflower steamed in to meet them
and Admiral Sperry, the commander-
in-chief, and his flag officers and ship
commanders were received on board by the
President.

Admiral Sperry, the commander-in-
chief, especially the commander-in-
chief, gratulated upon his safe completion of
their unprecedented cruise.

It was about 9 o'clock when the
Mayflower came from down the Potomac
and the Chesapeake Bay and anchored
near Thimble Shoal, having left Wash-
ington yesterday afternoon. In the
party, besides the President, the Sec-
retary of the Navy, were Mrs. Roose-
velt, Miss Roosevelt, Mrs. Newberry,
Miss Newberry, Assistant Secretary of
the Navy and Mrs. Satterlee, Rear
Admiral Cowles, the President's sister,
and Mrs. Cowles, the President's sis-
ter's chief naval aide, and Mrs. Simms.
Shortly after 10 o'clock the deck
watch of the Mayflower discovered a
column of smoke almost directly east-
ward over Cape Charles, and half an
hour later the warships, which had
been approaching under slow speed in
order not to anticipate their scheduled
hour of arrival, came into sight and
passed the Capes. At 11 o'clock the
Fleetship Connecticut, leading, arrived
off the Tail of the Horse Shoe, at
which point the fleet was left by the
Mayflower when it followed the battle-
ships out of the Roads at the begin-
ning of the cruise. A quarter of an
hour later the Connecticut was off the
port beam of the Mayflower at a dis-
tance of 300 yards. When opposite the
Mayflower's quarter the Connecticut's
six-inch guns began the official salute
of 21 guns in honor of the Navy's com-
mander-in-chief. Less than half of
these had been fired when the Kansas,
the second ship in line, took up the
salute, quickly followed by the others.
The fleet, which has averaged about 10
knots speed throughout the cruise of
more than 14 months, passed the Presi-
dent at eight knots and entered the
Roads at six knots.

The clock system by which the fleet
weighed anchor and swung around
with the tide to begin the cruise, was
followed on the return. The Connecti-
cut first swung into position, taking
her old berth, about 800 yards off Old
Point, in the line of the Jamestown
Exposition grounds. Two hundred and
fifty yards apart all the ships of the
first squadron were anchored in single
column, and then began the formation
of the second column, with the Flag-
ship Louisiana at the head. Her posi-
tion was of about 550 yards astern
of the Rhode Island, the last ship in
the line. The Maine, flagship of Admiral
Arnold's third squadron, which went
out to the Mid-Atlantic to escort the
cruise home, dropped anchor. Be hind

her was the New Hampshire, while
opposite them in the second column
were the Mississippi and Idaho. Be-
hind these, one in each column, were
the armored cruisers North Carolina
and Missouri, and in the rear, with one
on either side and one in the center
astern, were the scout cruisers, Salem,
Chester, and Birmingham. This
squadron, which a week ago met the
fleet about 500 miles northeast of the
Bermudas, led the way to the Virginia
Capes, when it dropped back and let
the Connecticut come in with the main
fleet first in passing the Mayflower.
Admiral Arnold was about 1,000 yards
behind the last ship of the main fleet,
far enough away so that the battle-
ships could make the cruise without
standing out by themselves.

When the Third Squadron had passed,
the Mayflower lifted anchor and fol-
lowed slowly at a distance. Some
time was necessarily consumed, owing
to the current in the Roads, caused by
the tide, in the ships settling into their
berths. When this was completed, up-
on the flash of signals from the Con-
necticut to the Mayflower, Admiral
Sperry personally greeted the Presi-
dent and Secretary of the Navy and
announced that he stood ready to re-
port the fleet's cruise. The report was
then made in person, Admiral
Sperry being accompanied to the May-
flower in launches by the three other
flagships of the fleet and the ship
captains.

President Roosevelt's Address.

President Roosevelt delivered the
following address of welcome to this
afternoon's guests, the President, Sec-
retary of the Navy, and his fleet com-
manders and captains made a call to pay
their respects and later, when the
President, Secretary of the Navy, and
fleet he repeated substantially the
same words to officers and men on the
vessels:

Admiral Sperry, Officers and Men
of the Battle Fleet:

"Over a year has passed since you
steamed out of this harbor and over
the world's rim and this morning the
hearts of all who saw you thrilled with
pride as the hulls of the mighty war-
ships lifted above the horizon. You
have been in the northern and the
southern hemispheres, four times you
have crossed the line you have sailed
through all the great oceans; you have
touched the coast of every contin-
ent."

"Ever your general course has been
westward and now you come back to
the port from which you set sail. This
is the first battle fleet that has ever
circumnavigated the globe. Those who
perform the feat again can but follow
in your footsteps."

"The little torpedo flotilla went with
you around South America, through
the Straits of Magellan to Pacific
coast. The armored cruiser squadron
met you and left you again when you
were half way around the world. You
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THE HAMPDEN FLEET
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President Roosevelt and Secretary Newberry
Extend Nation's Greeting to Officers
and Men.

Vessels Saluted As they Drop Anchor in Hampton Roads
by Scores of Screaming Whistles—War Ships Which
Have Made 42,000 Mile Trip Are as Spick and Span
as Day They Sailed Over a Year Ago—President's
Address to Officers and Men.

NOMINATION
OF WHEELER
IS DELAYED

Governor Supposed that
Term of Superior Court
Judge Expired July 1

Real Date of Term's End is
Sunday of Present Week

Will Tax Ingenuity of Gen-
eral Assembly to Act Up-
on Re-appointment, Which
Governor Will Send in To-
morrow, so that There
Will Be No Interim—
Judge Wheeler May Have
to Sit Nights in Murder
Case.

CONTRACT IS
LIKELY TO BE
SUBMITTED

Majority of Tax Board
Thought to Favor Tak-
ing Sense of Voters

If This Plan Fails, Four
Votes Against Appro-
priation Defeat It.

Charter Requires Seven
Concurrent Ballots for
Transaction of Business—
Mr. Phelan's Scheme
Appears to Have Strong
Backing, Which Water
Lobby Has Not Shaken.

THE SONS OF
REVOLUTION
CELEBRATE

Birthday of Father of His
Country Honored in
Feast, Speech and
Song.

Distinguished Speakers Dis-
cuss Phases of the Hero's
Career and Accomplish-
ments.

Chaplain of Governor's
Foot Guards Praise Dead
Critiques Living—Roose-
velt Gets Jab—President
Curtis Remarks on State
of Organization.

STARIN'S
WILL FLOAT
STEAMER

This Announcement Made
From New York Office
of Starin Line.

Wrecked Vessel Now in
Hands of Underwriters'
Man, Mason.

Toole & Sunderlin Have Sal-
vaged Cargo Worth \$10,-
000—Total Value of
Freight Was \$30,000,
Mostly Owned in New Ha-
ven—Captain Scott, Fa-
mous Wrecker, Thinks
Vessel Not Worth Saving.

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IN COLLISION
AT DELMAR

Passenger Train Bound for
Home-coming of Fleet
Wrecked.

Struck Locomotive in Yard
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Seven Bodies Have Been
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Passengers Badly Injured
—Mail and Baggage Car
Catch Fire—One Body
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F. Freeland; Minnesota, Capt. John
H. Hubbard; Vermont, Capt. Frank F.
Fletcher.

Second Division—Rear Admiral Rich-
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Capt. George W. Kline; Nebraska,
Capt. Reginald F. Nicholson; New
Jersey, Capt. William H. H. Southern-
land; Rhode Island, Capt. Joseph B.
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Third Division—Rear Admiral Seaton
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S. Howard; Missouri, Capt. Robert M.
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Fourth Division—Rear Admiral Wil-
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Capt. Frank E. Beatty; Illinois,
Capt. John M. Bowyer; Kearsarge,
Capt. Hamilton Hutchings; Kentucky,
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Case.

Governor George L. Lilley, suppos-
ing that the term of office of Judge
George W. Wheeler did not expire un-
til July 1, was neglected to send his
nomination for reappointment to the
Senate.

Unless haste is now made Judge
Wheeler will have to hold court nights
in the murder case in which he is sit-
ting, in order to finish it before his
term expires.

Governor Lilley will, however, send
the nomination to the Senate to-mor-
row. As there is no opposition to
Judge Wheeler's appointment, it is
likely that it will be completed before
Sunday, which is the date of expira-
tion of the term, so that there will be
no interim.

Governor Lilley when told yester-
day of the fact that Judge Wheeler's
term expires on Sunday next was
greatly surprised and said that he had
supposed that Judge Wheeler held of-
fice until July 1. When he was told
while he had intended to reappoint him
he had not yet sent his name to the
General Assembly. He said he
should do so tomorrow and he hoped
the General Assembly would take some
means to act upon it during the
next week and thus save Judge
Wheeler the necessity of holding night
sessions of court.

Under the ordinary mode of proceed-
ing Governor Lilley may send the
name of Judge Wheeler to the Senate
tomorrow, where action is withheld for
three days while the nomination goes
to the Judiciary committee. The com-
mittee is supposed to give a hearing
on it and then report, after which both
houses act on the report. Under
this arrangement the committee would
get the nomination on Friday of this
week, assuming that there is a Friday
session which is likely, and the ordi-
nary course of things would report
on Tuesday of next week. This would
relinquish Judge Wheeler to private life
for a matter of two or three days.

It is now up to the Legislature com-
posing the Judiciary committee to devise
a plan for reappointing Judge Wheeler
this week and it is possible that, by
holding a short afternoon session, Fri-
day, the committee could get a report
before both houses that day in case a
quorum can be kept. The fact that
a vote on the matter must be taken by
the Legislature before the next week
before both houses that day in case a
quorum is present. It is probable,
however, that the committee will man-
age the matter so as to secure a re-
appointment this week.

The case which Judge Wheeler will
begin tomorrow is that of John Cavan-
agh of Waterbury, who is charged with
the murder of Mrs. Edith French,
while he was on duty as a police officer.
The case is a civil case and will be
tried in the Superior Court. The
rule does not hold in criminal cases,
and apparently it is up to the Gen-
eral Assembly to hasten the reappoint-
ment of Judge Wheeler or else extend
the rule which applies in the matter
of civil suits.

CONTRACT IS
LIKELY TO BE
SUBMITTED

Majority of Tax Board
Thought to Favor Tak-
ing Sense of Voters

If This Plan Fails, Four
Votes Against Appro-
priation Defeat It.

Charter Requires Seven
Concurrent Ballots for
Transaction of Business—
Mr. Phelan's Scheme
Appears to Have Strong
Backing, Which Water
Lobby Has Not Shaken.

The final meeting of the Tax Board
will be held to-morrow afternoon at
2:30.

The tax rate will be fixed. The in-
dividual matters in which the greatest
public interest is taken are the appro-
priation for the 20 year water contract
and the appropriation to pay the po-
lice salary increase.

The latter appropriation will un-
doubtedly be made. There is a ques-
tion whether the board will authorize
the five extra policemen demanded by
the police board.

The general opinion is that the resolu-
tion submitting the question of an
appropriation for water to a vote of
the people will prevail. If it does not
prevail it is doubtful if the appropriation
can be made.

The charter requires seven concu-
rent votes for the transaction of busi-
ness. Two members of the board are
in Europe. Mr. Cooper, republican
and Mr. Pierce, democrat.

Even if every member of the board
is present who is in the country, four
votes against the appropriation will
beat it.

It is believed that the members who
will muster under the leadership of
Mr. Phelan will be at least five and
possibly six. Their first plan is to
submit the question to the voters. If
the question is not carried, the appro-
priation will be made. If it is not car-
ried, the appropriation will not be
made, unless the work done by the
water company is more successful than
now appears.

The company has had a lobby at
work upon the members of the board,
but so far without gaining, apparently
any plan to carry the water contract
is being abandoned.

Should the board of apportionment
refuse to appropriate money for the
contract it will have the effect of re-
scheduling it. This is because, accord-
ing to the opinion of City Attorney
Cullinan, the charter prevents the
Common Council from making a con-
tract for a period longer than one year.
The contract made for one year can
be renewed by the city from year to
year by appropriating money to meet
the expense incurred under it.

This is the opinion of a principle
family to every man who rents a
house. He makes his bargains for one
month, and pays his rent, he renews
the contract for another month. Not
can his landlord expel him from the
rent until the beginning of a new
month.

It, on the other hand, Mr. Phelan's
plan to submit to the people should be
adopted, then an appropriation for a
supply of water for one year will be
made. This will bind the city to the
contract for that year. The city will
have another opportunity to lay the
contract down until the period for
making an appropriation arrives again.

The water company intended to bind
the city for 20 years. Mayor Reynolds
believed that he was binding the city
for twenty years.

The City Attorney, however, declar-
ed following the decision of the Su-
preme court in the garbage case, and
the opinion of former City City At-
torney Wheeler, now Judge Wheeler,
that inasmuch as the Council could
not oblige the charter, contracts for
more than a year, the courts will read
the yearly provision into the contract.

THE SONS OF
REVOLUTION
CELEBRATE

Birthday of Father of His
Country Honored in
Feast, Speech and
Song.

Distinguished Speakers Dis-
cuss Phases of the Hero's
Career and Accomplish-
ments.

Chaplain of Governor's
Foot Guards Praise Dead
Critiques Living—Roose-
velt Gets Jab—President
Curtis Remarks on State
of Organization.

The twentieth annual banquet of the
Connecticut Society, Sons of the Ameri-
can Revolution, was held this after-
noon at the Stratfield. Three-hun-
dred covers were laid. The affair was
in every respect the success it was in-
tended to be, except for a single dis-
appointment, United States Senator
Frank D. Brandegee who was expect-
ed sent a telegram excusing himself.

His message to the society says that
his absence is due to a filibuster in
the Senate which is holding night ses-
sions; that there are twelve appropria-
tion bills to pass and only 12 days
in which to do it; that he is expecting
the Appalachian White Mountain Port-
er Reservation bill, which he must be
out to the Senate to voice, and that he
cannot possibly leave Washington un-
til after March 4.

Lewis B. Curtis, president of the so-
ciety, presided as toastmaster. Among
the speakers were Henry Lee, mayor;
Hon. Henry Stockbridge, president of
General National Society, Sons of the
American Revolution; Hon. Cornelius
Fugate, president, Empire State
Society, S. S. R.; Hon. J. B. Hedges,
New York, who spoke upon "Washing-
ton, a Guide for To-day," and Rev.
Watson L. Phillips, D. D., chaplain
of the United States Army, New Ha-
ven, whose topic was "1775-1909."

President Curtis, before introducing
the speakers, made some interesting
remarks upon matters of interest to
the society.

Speaking of the purpose of the so-
ciety to erect a monument at Compo
Beach in Westport, commemorating
Gen. Tryon's raid on Danbury, he
said that the plan to erect a monu-
ment to the memory of the hero of the
McKintley monument at Canton,
Ohio, who stands among the first Ameri-
can sculptors. The plans are not yet
completed, but show great promise
of being satisfactory.

The society, according to the pres-
ident, has increased ten per cent, or 100
members, during the year.

Mr. Curtis expressed the opinion that
there are 10,000 men in the state eligi-
ble to membership.

He referred to the immigration
problem, saying that in the past
eight years there have come to this
country 6,000,000 people, or as many as
the entire population of the country
at the time of the Revolutionary war.

"Here in New England," he said,
"our descent is direct from the Pil-
grim fathers. But in many cities of
our country a man can show this
descent is already a rarity."

"I am," said Mr. Curtis, "remind-
ed of the lady, who, when asked if her
ancestors came over in the Mayflower,
replied: 'No, I think they came on the
Cunard line.'"

"How valuable then," continued Mr.
Curtis, "should be our records of Revolu-
tionary ancestry. They are of great
value to us as a guide to our history
and as a guide to our future. They are
of great value to us as a guide to our
history and as a guide to our future. They
are of great value to us as a guide to
our history and as a guide to our future."

Mr. Curtis remarked upon the fact that
the General is not only from Mary-
land, and a Judge of the Supreme
Court, but also a member of the Society
of the Sons of the American Revolution.
The General is not only from Mary-
land, and a Judge of the Supreme
Court, but also a member of the Society
of the Sons of the American Revolution.

Of Mr. Pugsley, Mr. Curtis said, that
he was an ex-president of the National
Society, president of one of the largest
banks in New York and of the Empire
State Society.

Mr. Hedges was made known as the
former secretary to Mayor Strong and
the man who had been in the State
house, putting Governor Hughes in
his present position than any other
man in New York.

The remarks of Dr. Phillips were in
part as follows:

"My theme is pertinent here be-
cause you gladly and reverently link
ourselves with the men of 1776 and you
are the men of 1909, and you are called
to be and to act in 1909."

"The men of '76 are illustrious be-
cause they grappled the problems of
their time